
 National Transportation Safety Board PRELIMINARY REPORT AVIATION		NTSB ID: OPS10IA155A		Most Critical Injury:	
		Occurrence Date: 04/21/2010		Investigated By: NTSB	
		Occurrence Type: Incident			
Location/Time					
Nearest City/Place Chicago		State IL	Zip Code	Local Time 2153	Time Zone CDT
Aircraft Information					
Registration Number		Aircraft Manufacturer		Model/Series Number	
Type of Aircraft:			Amateur Built Aircraft?		
Injury Summary:		Fatal	Serious	Minor	None
Revenue Sightseeing Flight:			Air Medical Transport Flight:		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On April 21, 2010, at 2153 central daylight time, an operational error occurred at the Chicago O'Hare International Airport (ORD) Air Traffic Control Tower involving American Eagle flight 3962 (EGF3962), an E135, and Flight Check 71 (FLC71), a KingAir 300. EGF3962 had just departed from runway 9R at ORD and was instructed to turn right to heading 140. FLC71 was operating under visual flight rules and inspecting the runway 32R instrument landing system. At the time of the incident, FLC71 was tracking the 32R localizer inbound to the airport at 2,200 feet. EGF3962 was operating under instrument flight rules on a scheduled 14 Code of Federal Regulations part 121 passenger flight to Little Rock, Arkansas. There was no damage reported to either aircraft, and no injuries to passengers or crew.</p> <p>EGF3962 was instructed to taxi into position and hold on runway 9R at 2151:02, and was cleared for takeoff at 2151:26. The pilot was instructed to fly heading 140 after departure. At 2152:51, there was a coordination call from Chicago TRACON to the North Local Controller confirming that the North local controllers were aware that FLC71 was inbound on the runway 32R final approach course. At 2153:14, the North Local Controller transmitted a traffic advisory to EGF 3942, stating "Eagle 3962 traffic ahead and to the right is a King Air on a final for runway 32R he's at 2200." There was no response from the crew. At 2153:27, North local controller transmitted, "Eagle 3962?", and the crew of EGF 3942 replied, "Yeah traffic's in sight." At 2153:39, the North local controller instructed EGF 3942 to turn right heading 180 and the crew acknowledged, stating "All right sir turn right to heading 180 Eagle 3962 we had a [traffic collision avoidance system-TCAS] resolution advisory." The controller replied, "Thank you - that was a VFR King Air, Eagle 3962." The crew responded, "...3962 we had him we were following an RA on the TCAS." At 2154:02, the controller transmitted, "Eagle 3962 come back to heading of 140" and the crew acknowledged. At 2154:35, EGF3962 was instructed to contact departure.</p> <p>Review of radar data showed that at closest point of approach, the two aircraft were 0.41nm apart laterally and 300 feet vertically. Following the incident, FLC71 continued inspection of the airport navigational aids and EGF3962 continued to Little Rock.</p> <p>Updated on Jun 4 2010 3:16PM</p>					
PRELIMINARY INFORMATION - SUBJECT TO CHANGE					

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Accident Information																																	
Aircraft Damage: None			Accident Occurred During:																														
<table border="1"> <thead> <tr> <th>Crew</th> <th>Name</th> <th>Certificate No.</th> <th>Injury</th> </tr> </thead> <tbody> <tr><td>Pilot</td><td></td><td></td><td></td></tr> <tr><td>2</td><td></td><td></td><td></td></tr> <tr><td>3</td><td></td><td></td><td></td></tr> <tr><td>4</td><td></td><td></td><td></td></tr> <tr><td>5</td><td></td><td></td><td></td></tr> <tr><td>6</td><td></td><td></td><td></td></tr> </tbody> </table>						Crew	Name	Certificate No.	Injury	Pilot				2				3				4				5				6			
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Operator Information																																	
Name AMERICAN EAGLE AIRLINES INC		Operator Designator Code SIMA		Doing Business As																													
Street Address		City		State	Zip Code																												
-Type of Certificate(s) Held:																																	
Air Carrier Operating Certificate(s): Flag Carrier/Domestic																																	
Operating Certificate:			Operator Certificate:																														
Regulation Flight Conducted Under: Part 121: Air Carrier																																	
Type of Flight Operations Conducted: Scheduled; Domestic; Passenger Only																																	
Flight Plan/Itinerary																																	
Type of Flight Plan Filed:																																	
Last Departure Point		State	Airport Identifier																														
Destination		State	Airport Identifier																														
Weather Information																																	
Investigator's Source:		Facility ID:		Observation Time (Local):																													
Sky/Lowest Cloud Condition:			Ft. AGL																														
Lowest Ceiling:		Ft. AGL	Visibility:	SM	Altimeter: "Hg																												
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AVIATION

NTSB ID: OPS10IA155A

Occurrence Date: 04/21/2010

Occurrence Type: Incident

Weather Information

(Continued from page 2)

Temperature:

°C

Dew Point:

°C

Wind Direction:

Wind Speed:

Kts.

Gusts:

Kts.

Weather Conditions at Accident Site:

Administration Data

Notification From

FAA / American Eagle Airlines

Date

FAA District Office/Coordinator

Investigator-In-Charge (IIC)

Scott J. Dunham